

UNI SHIPPING CO., LTD.

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July 31, 2011

FONAR REPORTS :

THE LIST OF ALL DOCUMENTS SUBMITTED TO EPA.

1. Completed ECA0100 FONAR form.
2. A COPY OF THE VESSEL'S VOYAGE PLAN (VOYAGE INSTRUCTION)
ATTACHED.
3. 'MARUBENI CORPORATION'

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."

Uni Shipping Co., Ltd.

President

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Yasushi Sakai

sakai

差出人: sakai
送信日時: 2013年7月12日金曜日 16:12
宛先: GLORIA ISLAND
CC: MARUBENI G LOGISTICS; MARUBENI/MUGI; uni
件名: MV GLORIA ISLAND - VOYAGE INSTRUCTION

TO MASTER OF MV GLORIA ISLAND
CC MARUBENI CORP, TOKYO
CC COLLEY WEST SHIPPING, VCR BC
FM UNI SHIPPING, TOKYO
JUL/12/2013 NO.25071218YS

DEAR CAPTAIN,

WE UNDERSTAND YOUR SHIP SHALL BE DELIVERED TO CHARTERERS 'MARUBENI CORPORATION' ON DLOSP ONAHAMA, JAPAN ON/AROUND 19TH JULY 2013 FOR GRAIN SHIPMENT - LOADING WHEAT AT VANCOUVER BC, CANADA AND DISCHARGING THE SAME AT JAPANESE PORTS.
WE, ON BEHALF OF MARUBENI CORP, ATTEND YOU AND OPERATE YOUR GOOD VESSEL FOR THIS CHARTER PERIOD (ONE TIME CHARTER TRIP). HEREUNDER, WE GIVE OUR VOYAGE INSTRUCTION TO YOU, WHICH PLEASE STUDY WELL ACCORDINGLY.

1. MAIN TERMS OF THE CHARTER BETWEEN YOUR OWNERS AND MARUBENI CORPORATION

DELIVERY : ON DLOSP ONAHAMA, JAPAN ATDNHINC
LAY CAN : 0001HRS 18TH JULY - 2400HRS 22ND JULY 2013 (LOCAL TIME)
TERMS : ONE TIME CHARTER TRIP WITH HARMLESS CARGO (ABOUT 45-50 DAYS)
REDELIVERY : ON DLOSP 1 SAFE PORT JAPAN IN CHOPT AT DNHINC
BUNKERS
BOD : ABOUT 350MT OF HSFO, ABOUT 60MT OF LSFO, ABOUT 25MT OF MDO
BOR : ABOUT SAME QTTY FOR HSFO/LSFO AS ON DELY AND AS ON BOARD FOR MDO/MGO

2. PROFORMA SCHEDULE

	ETA	ETD	REMARK
ONAHAMA		19 JUL	THE LAST DISPORT
VANCOUVER BC	01 AUG	05 AUG	LOADING/BUNKERING
JAPAN	20 AUG	31 AUG	DISCHARGING

3. GIST OF CONTRACT CARGO

SHIPPERS : REVERTING
RECEIVERS : MARUBENI CORPORATION
CARGO & QTTY : 1CW WHEAT 24,735 MT 3% MORE/LESS
(S/F ABOUT 42.5 CFT PER MT)
LOADING PORT : 1/2 BERTHS IN VANCOUVER, B.C., CANADA
MAX SAILING DRAFT MORE THAN 13.0M ON SEA WATER
DISCH PORT : INTENTION - KOBE, MIZUSHIMA AND JAKATA, JAPAN
MAX ARRIVAL DRAFT 11.40M ON SEA WATER

4. PRE STOWAGE PLAN

WE ALREADY GOT IT FROM YOU AS BELOW.

H1 4,410.000 MT 1CS (GULL)
H2 6,765.000 MT (FULL)
H3 2,412.000 MT (SLACK)
H4 6,830.000 MT (FULL)
H5 5,060.000 MT (SLACK)

25,477.000 MT

5. GENERAL INSTRUCTIONS

HOLD CONDITION :
HOLD CONDITION ON DELIVERY OR LATEST ON ARRIVAL AT THE FIRST LOADING PORT TO BE READY TO RECEIVE CHARTERERS' INTENDED CARGO IN ALL RESPECTS WITH CLEAN SWEEP, WASHED DOWN, DRIED UP TO CHARTERERS/SHIPPERS/SURVEYORS' SATISFACTION AT THE FIRST LOADING PORT.
SHOULD YOUR VESSEL FAIL TO PASS HOLD CONDITON SURVEY AS BEING NOT READY TO LOAD

INTENDED CARGO, THE VESSEL IS TO BE OFF-HIRE FROM THE TIME OF REJECTION UNTIL TIME OF PASSING/ACCEPTANCE. ALL DIRECT RELATED EXPENSES INCURRED DUE TO HOLD INSPECTION FAILURE FOR WHICH OWNERS ARE RESPONSIBLE TO BE FOR OWNERS' ACCOUNT.

BILLS OF LADING :

PLEASE AUTHORIZE THE LOAD PORT AGENT TO SIGN BILLS OF LADING ON YOUR BEHALF IN CONFORMITY WITH MATE'S RECEIPT OF TALLY CLERK'S RECEIPT, UNLESS BILLS OF LADING ARE READY FOR YOUR SIGNATURE.

LOAD/DISCHARGE PORT NOTICE OF READINESS :

WHEN ARRIVING AT ALL PORTS PLEASE TENDER NOR AS FOLLOWS.

A) FIRST OF ALL TENDER NOR AS SOON AS YOU ARRIVE AT THE FIRST ANCHORAGE. THIS MAY BE WITHIN THE COMMERCIAL LIMITS OF THE PORT OR IT MAY BE OUTSIDE.

B) IF THE FIRST NOR WAS GIVEN OUTSIDE THE PORT LIMITS, TENDER ANOTHER NOR ONCE INSIDE THE PORT AND AT THE USUAL PLACE FOR TENDERING THE NOR. THIS NOR SHOULD STATE THE ACTUAL TIME AND PLACE AT WHICH IT IS TENDERED. THIS NOR SHOULD ALSO BE MARKED 'THIS NOR IS WITHOUT PREJUDICE TO THE VALIDITY OF ANY EARLIER NOR'.

C) ALSO IMPORTANT, IF VESSEL FOR ANY REASON FAILS THE HOLD INSPECTION OR OTHERWISE IS HINDERED IN LOADING, PLEASE ALSO GIVE A NEW NOR WHEN EVENTUALLY READY TO LOAD AFTER CLEANING.

DEAD-FREIGHT :

SHOULD YOU AT ANY GIVEN TIME DURING THE CURRENCY OF THIS CHARTER EXPERIENCE THAT A SHIPPER WOULD NOT SUPPLY YOU WITH MAXIMUM ADVISED CARGO INTAKE, IT IS OF VITAL IMPORTANCE THAT YOU NOTIFY ALL PARTIES CONCERNED AND ISSUE A WRITTEN PROTEST COVERING THIS TO SHIPPERS, CHARTERERS AND SUB-CHARTERERS, TERMINAL AS SOON AS POSSIBLE, LATEST PRIOR TO DEPARTURE.

OFF-HIRE :

ANY OFF-HIRE PERIOD, SUCH AS STOPPAGES SLOW DOWN OR DEVIATIONS AT SEA, GEAR BREAKDOWN IN PORT OR ANY OTHER INTERRUPTIONS TO THE SERVICE ARE TO BE REPORTED TO US. IF YOU HAVE ANY DOUBTS AS TO THE INTERPRETATION OF THE RELEVANT CLAUSES IN THE C/P, PLEASE CONTACT THIS OFFICE PRIOR TO ANY COMMUNICATION WITH ANY SUB-CHARTERERS.

REPORTING AT SEA :

PLEASE FORWARD YOUR NOON REPORT EVERY DAY, TOGETHER WITH THE BELOW INFORMATION LIKE AS,

MAY 20TH/1200	(DATE)
5453N/17439E	(POSITION)
NE8/SEA7	(WEATHER, SE CONDITION)
SPD/14.0	(AVERAGE SPEED IN THE LAST 24HRS)
ROB FO/782.1 DO/33.5	(REMAINING ONBOARD)
CON FO/32.0 DO/0.2	(CONSUMPTION)
ETA PORTLAND 1300LT/10TH JUN	
2250	(DISTANCE TO GO)

ARRIVAL AND DEPARTURE FROM PORT :

IMMEDIATELY AFTER ARRIVAL TO AND DEPARTURE FROM EACH PORT, PLEASE FORWARD DETAILS/TIME OF ARRIVAL/DEPARTURE INCLUDING BUNKERS REMAINING ONBOARD AS WELL AS YOUR ESTIMATED PORT STAY.

AT PORTS :

PLEASE KEEP US DAILY ADVISED OF PROSPECTS FOR ESTIMATED COMPLETION/SAILING AND ANY OTHER RELEVANT MATTERS CONCERNING THE CARGO OPERATION, SUCH AS PRODUCTION, CARGO LOADED AND BALANCE CARGO.

STEVEDORE DAMAGE :

STEVEDORES, ALTHOUGH APPOINTED BY CHARTERERS, TO WORK UNDER THE SUPERVISION OF MASTER. SHOULD

ANY DAMAGE BE CAUSED TO THE VESSEL OR HER FITTINGS BY STEVEDORES, MASTER HAS TO TRY TO LET

STEVEDORES REPAIR THE DAMAGE AND WILL TRY TO SETTLE THE MATTERS DIRECTLY WITH THEM AT THE FIRST

STAGE. IF THE DAMAGE CAN NOT BE REPAIRED BY STEVEDORES, MASTER HAS TO TRY TO OBTAIN WRITTEN ACKNOWLEDGEMENT OF THE DAMAGE AND LIABILITY FROM STEVEDORES AND MASTER TO NOTIFY CHARTERERS

OR THEIR AGENTS OF SUCH DAMAGE WITHIN 24HRS OF OCCURRENCES. IN EITHER CASES, MASTER IS TO NOTIFY

THIS OFFICE OF ANY STEVEDORE DAMAGE - WHATSOEVER - IMMEDIATELY AND WITHOUT DELAY.

6. NAVIGATION SPEED :
REVERTING SOON.

7. BUNKERING SCHEME

WE INTEND TO SUPPLY SOME QTTY OF HSFO(380CST) AND LSFO TO YOUR SHIP AT VANCOUVER, B.C. NECESSARY FOR REDELIVERY.

8. OCEAN ROUTING SERVICE

WE SHOULD ARRANGE OCEAN ROUTING SERVICE FOR THE ENTIRE VOYAGE (ONAHAMA - VANCOUVER BC - JAPAN)

RENDERED BY WEATHERNEWS.

9. MARINE TAPE

PLS ADVISE IN ADVANCE, WHETHER YOUR SHIP HAS THE SEALING TAPE SUFFICIENTLY ONBOARD, BECAUSE

WE SUGGEST ANY SHIPS CHARTERED BY MARUBENI CORP TO USE IT IN ORDER TO PREVENT SEAWATER CARGO DAMAGE.

10. YOU SHOULD KEEP CLOSE CONTACTS WITH THE BELOW AGENTS APPOINTED BY US AT LOADING/BUNKERING AND

DISCHARGING PORTS.

a) SANTOS, BRAZIL FOR LOADING

COLLEY WEST SHIPPING LTD.

NO.2170 - 1050 WEST PENDER STREET,

VANCOUVER, BC, CANADA

TEL (604)687-3733, FAX (604)687-2034

EMAIL ADD. colley@colleywest.bc.ca

c) JAPANESE PORTS FOR DISCHARGING

REVERTING IN DUE TIME

11. SHIP'S ABSTRACT LOG BOOK

YOU ARE KINDLY REQUESTED TO SEND US A SET OF COPIES OF YOUR SHIP'S ABSTRACT LOG BOOK FOR

THE CHARTER PERIOD AS SOON AS POSSIBLE AFTER COMPLETION OF CARGO DISCHARGE.

12. COMMUNICATIONS

PLS DROP COPIES OF YOUR MESSAGES FOR US ON THE BELOW E-MAIL ADDRESSES.

logistics@marubeni-grain.com

muqi@marubeni-grain.com

uni@abejp.co.jp

13. OUR FULL STYLE IS AS BELOW.

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BEST/RGDS

Y. SAKAI